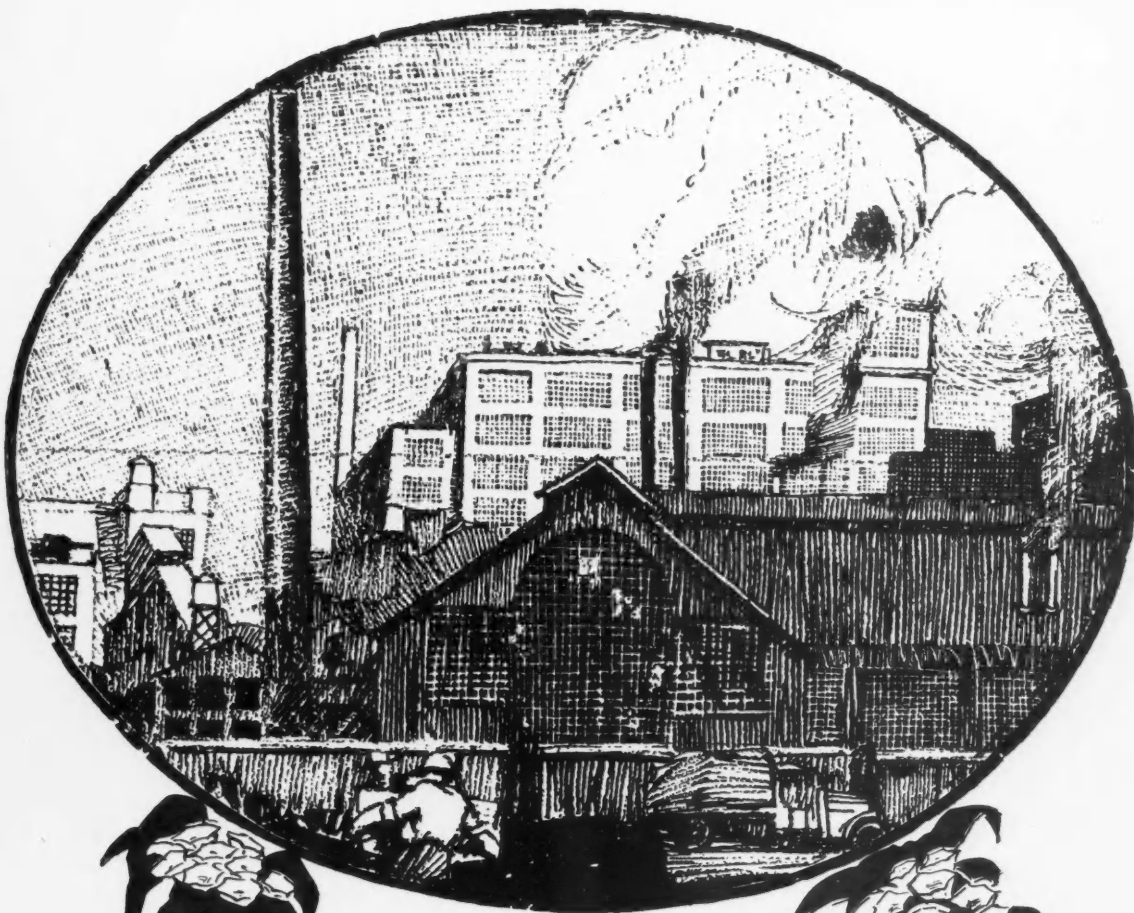


MARCH



# CONNECTICUT INDUSTRY

PUBLISHED BY

The Manufacturers Association of Connecticut, Inc.

1924

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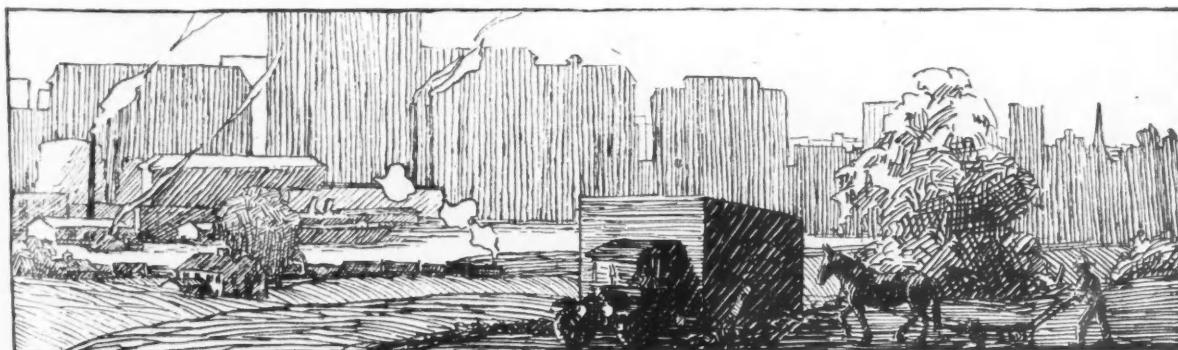
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VOL. II

MARCH, 1924

No. 3

	Page
EDITORIAL .....	4
WHAT IS HAPPENING TO NEW ENGLAND'S LUMBER SUPPLY PROFESSOR R. C. BRYANT, <i>Yale School of Forestry.</i>	5
YALE UNIVERSITY AND ASSOCIATION CO-OPERATE IN RE- SEARCH .....	7
TRANSPORTATION .....	8
ASSOCIATION ITEMS .....	9
FEDERAL LEGISLATION .....	10
INDUSTRIAL SERVICE .....	13
NEW PROGRAM FOR AMERICAN LEGION .....	14
NEWS FROM GOVERNMENTAL SOURCES .....	14
NEWS OF THE TRADES .....	15
SALES EXCHANGE .....	16
EMPLOYMENT .....	16



## AN APPEAL TO THE CHIEF EXECUTIVES OF OUR MEMBER CONCERNS

I have been warned by some of my associates that not a single answer will be received through this appeal. While I am addressing the plea to the chief executives of member plants, I realize that many will not read it. Many who read it will be unwilling to act. Many will simply delay action indefinitely. However, I have faith which I feel will be confirmed.

Most industrial associations spend enormous amounts of money in soliciting membership. They maintain elaborate organizations, both in the field and at the main office. Your Association has been unwilling to establish such a policy. It has believed that overhead should be reduced to a minimum and that as nearly as possible every cent paid in by members as dues should be returned to them in service. There is no one on the staff of the Association who devotes his or her whole time or any appreciable part of that time to membership solicitation. As a result of the execution of this policy, which you will agree is in the interests of members, our membership is not as large as it otherwise would be.

In your locality there are a number of representative concerns which ought for every reason to be members of the Association. These organizations have not become members for one of five reasons. First, because they do not appreciate the value of organized effort in bringing about individual and general prosperity and progress. Second, because they have no knowledge of the work which the Association is doing. Third, because they are unmindful of the necessity for organized action. Fourth, because they have not been approached. Fifth, because they are willing to "let George do it."

If you as an interested member, believing in the Association, could secure one new member, our roll would be complete. Your efforts may be expended through a telephone call, a letter, or luncheon meeting. You know local conditions. You know personally the man to whom you would talk. Your endorsement of the Association would be more effective than the arguments of the most highly paid solicitor.

A handwritten signature in cursive script, reading "Robert T. Hubbard". The signature is written in dark ink and is positioned at the bottom of the page, below the main body of text.

# WHAT IS HAPPENING TO NEW ENGLAND'S LUMBER SUPPLY

*By R. C. Bryant, Professor of Lumbering, Yale University.*

The original forests of New England covered an area of approximately 39 million acres which it is estimated contained 400 billion board feet of timber.

This has now been reduced to about 25 million acres of which area 44 per cent contains timber suitable for saw logs and pulp wood purposes, 34 per cent suitable for fuel wood, and 22 per cent which is chiefly non-productive.

New England formerly produced a large surplus of lumber which was shipped to other domestic and foreign markets but for the last forty years the states in the southern part of the region have been forced to secure lumber from other producing sections. Today New England must import nearly one-half of all of the sawed lumber it consumes, and some of the states must bring in a very large part of their requirements. Connecticut, for example, imports about 85 per cent. The gap between consumption and production is widening rapidly because the population has increased 32 per cent during the last two decades while the lumber output has declined 38 per cent. The drain upon the forests for saw timber is about three and one-half times the annual growth of such material; hence we are annually consuming not only the annual growth but are also making very serious inroads on our forest capital. Based upon present stands and rate of growth and the present rate of depletion, the forests of New England will be cut out in a little more than 30 years.

Such a procedure in any form of business endeavor means bankruptcy and it behooves the people of New England to face the situation squarely and determine whether they will knowingly and with their eyes open continue

along the suicidal lines they are now drifting or whether they will make a strong and determined effort to take remedial steps before it is too late.

## *Demands of Industry.*

The question of whether it is worth while to try and build up forest capital to a point where the New England States will be self-supporting or nearly so, depends upon the purposes for which we use lumber and whether such use is considered essential to the welfare of the region.

The wood-using and other industries dependent upon wood consume about 64 per cent of the sawed forest products used in the region, building construction 26 per cent and the railroads 10 per cent. The first group alone employs nearly 140,000 wage earners and manufactures products valued

at approximately \$750,000,000. Wood-using industries proper are found in every state in the region but are most important in Massachusetts followed by New Hampshire, Maine, Vermont, and Connecticut. The chief demand by this industry is for softwood lumber, although hardwoods comprise about 30 per cent of the total. These industries consume 8 per cent more lumber than is produced in New England; hence a large part of their needs must be imported from other producing regions, despite the fact that 92 per cent of the requirements is for lumber of indigenous species. Among these the most important are white pine, spruce, maple, birch, oak, beech, and chestnut. Less than 0.3 of 1 per cent of the lumber requirements are imported from foreign countries, chiefly the tropics.

The building trades which formerly relied upon local supplies of white pine, spruce, and hemlock were forced to turn first to the south-



Photo by

R. C. BRYANT

Beckrach



ern yellow pine region for needed material. In recent years however Douglas fir and other Pacific Coast woods have entered Atlantic Coast markets in large quantities and are found as far east as Portland, Maine. Nearly 1 billion board feet were delivered on the Atlantic Coast in 1923, and the trade is increasing at a rapid rate each year in spite of the long water haul. More than 40 per cent of the building lumber used in Connecticut is Douglas fir and fully as much more is southern yellow pine so that this state is now chiefly dependent on sources of supply which are from 1000 to 3000 miles distant.

#### *Cost of Buying From Distant Markets.*

The purchase of the needed supplies in outside regions places a heavy transportation tax on local industry and the annual freight bill to bring in lumber is \$7,000,000 or more, a sum, which if capitalized at 5 per cent, represents an investment of nearly \$150,000,000. The freight bill alone is 12 per cent of the total value of the products manufactured by the "Lumber and Timber Products" group. This investment in lumber from other regions and in transportation to haul it for long distances to our consuming centers is a great economic loss to the New England States because it serves to finance an industry in other parts of the United States rather than to build up one in our own region. Moreover it also places an unwarranted burden on transportation, which at times is reflected not only in a local lumber shortage and increased prices to the consumer for such lumber as can be delivered, but in increased transportation difficulties with other classes of commodities.

#### *New England Compared With European Countries.*

Is it feasible for New England to provide its own timber supply? This can be best answered by a brief statement of existing forest conditions. We have a per capita forest area of 3.7 acres which is greater than that of any of the European countries except Finland, Russia, Norway and Sweden. The annual growth of saw timber in this area is about 40 board feet, while the average annual growth on German forests under management is about 170 board feet of saw log timber plus more than 20 cubic feet of wood suitable for other purposes. In order that the New England forest production may equal local requirements it will be necessary to increase the annual growth from 40 to 100 board feet per acre which is approximately only 66 per cent of the average for German forests. New England has within her borders more than 5,500,-

000 acres of denuded land which is a liability to the states in which it is located because, due to its low taxable value, it contributes only a small amount of revenue to public funds. This land alone, if placed on a fair basis of forest production should annually yield more than one-half of a billion board feet of material and in addition would become a most valuable asset to the region. The improvement of these lands and the placement of the remaining forest lands in New England on a basis of production equal to 66 per cent of the average for managed European forests would provide an annual supply greater than our present needs. We would still be forced to import certain classes of forest products but we also would have forest products to export which would tend to balance the ledger. We at least would be in a more advantageous position with reference to trade, for the local supplies would be an important competitive factor and price stabilizer.

#### *Depletion in Other Regions.*

We should not content ourselves with the assumption that we can continue to draw increasing amounts of sawed products from outside regions. Production in the southern yellow region long ago passed its zenith and the home markets are now absorbing a rapidly increasing volume of lumber each year, present requirements being more than one-half of the total output. The outside territory from which southern pine has been drawn has been taken up to a large extent by Douglas fir, but even in that comparatively new producing region mills are already going out of business because they have cut all of their available stumpage. Those well informed on West Coast conditions predict that that region cannot ultimately increase its present cut more than 50 per cent and that this increase will not be as rapid as the decline in other regions. The expected result is that the lumber cut of the United States twenty years hence will not be more than 25 billion board feet, a volume equal to 66 per cent of the estimated cut in 1923. Assuming that the average annual increase in population for the last twenty years will hold during the next two decades we find that the average per capita production of lumber at the end of that time will be 185 board feet as compared to 350 board feet in 1923. This indicates a marked shortage of lumber in those regions that are dependent on outside sources of supply and in New England we must expect strained conditions unless we do something to make ourselves to a large degree self-supporting in forest products.

## Yale University and the Manufacturers' Association of Connecticut Develop Plan for Industrial and Educational Betterment

Mr. E. Kent Hubbard, in his report at the annual meeting of the Association held at New Haven on November 22, 1923, stressed the great importance of scientific research in enabling Connecticut industry to meet the competition of other sections of the country.

It is conceded that New England assumed industrial supremacy in the beginning because of the skill of her craftsmen. Through the honesty of her products and the ability of her leaders she overcame the disadvantages of distance from markets, raw materials, and fuel, and of adverse legislation. In order, however, to maintain her present position and to achieve even greater success in the future she will be very largely dependent upon her ability to perfect manufacturing processes through the results of research.

Until a comparatively recent date only a few of the industries in the state realized the value of research. At present however the larger industrial institutions either maintain their own research laboratories, or make use of other available laboratories, or at all events apply processes which have been successfully developed through research in the laboratories of other concerns.

Under the leadership of a committee composed of Mr. John H. Goss of Waterbury, Mr. E. Kent Hubbard of Hartford, Mr. L. S. Tyler of New Haven, Mr. Howell Cheney of South Manchester, and Mr. Samuel Ferguson of Hartford, working with a committee representing Yale University and consisting of Dean Charles H. Warren, Professor L. P. Breckenridge (later succeeded by Professor S. W. Dudley) and Professor F. E. Spalding, a plan for cooperation in industrial research and educational work has been developed. This step taken by the University and the Manufacturers' Association is looked upon in educational and industrial circles as a forward step of great significance.

The plan for cooperation, as it has been developed, aims on the one hand to enable the industries of the state to secure access more easily and directly than heretofore to the facilities which the University possesses for the carrying out of scientific and technical research; and also to make it easier for manufacturers to secure the services of young men technically trained along the lines of special importance to their particular industries. On

the other hand the plan aims to afford the University an opportunity to render a more effective service to the community; to bring its students and staff into closer contact with the practical applications of science to industry through the investigation of problems arising in the industries; and also to afford its students better opportunities for securing practical experience by actual work under supervision in manufacturing plants during vacation time.

It is of course obvious that the University cannot at the outset undertake to carry out more than a small proportion of the investigations which might profitably be undertaken. It is believed however that present practice can be considerably extended and that as the value and importance of research work becomes more widely known, the industrial concerns of the state will be willing and able to so cooperate with the University that eventually there may be developed a thoroughly organized and well financed bureau or station of industrial research under the joint direction of the Association and the University.

### *Some Features of the Plan*

Under the plan in so far as it has been developed with reference to research, a member of the Manufacturers' Association desiring the investigation of any problem of whatever nature, may send his inquiry to the Association headquarters at Hartford. At the discretion of the research committee of the Association the problem will then be submitted to a committee acting for the University. If it appears that the problem is one which can be undertaken at the University, the committee will so report, making an estimate of the probable cost thereof and of the time that will be required. Arrangements may then be made to carry out the investigation. If it appears that the investigation of the problem can be more advantageously carried out at the plant of the party proposing it under the direction of some member of the University's staff, the committee will so report, submitting estimates accordingly.

A pamphlet fully describing the service has been issued by the Association and has aroused much interest, generally, both from the press and in educational and industrial circles.

# TRANSPORTATION

## B. & L. E. COAL RATES

The Sub-Committee on Rates of the Traffic Committee has been endeavoring for some time to induce the Bessemer and Lake Erie and the Erie Railroad to establish rates on bituminous coal from B. & L. E., points to tidewater at New York Harbor. The Committee has been successful and has been advised by the carriers that the interested lines have consented to publish rates as follows: From Group 1 points — \$2.79 per gross ton; from Group 2 and 3 points — \$3.04 per gross ton. Members located on Long Island Sound points, New Haven, Bridgeport, South Norwalk, Stamford and Hartford will now be placed in a position to purchase coal from the above fields which can be moved to tidewater points and thence via barge to Connecticut.

## FREIGHT SERVICE

Through the efforts of the Traffic Committee various points in the Connecticut Valley on the New York, New Haven & Hartford Railway have been assured daily freight service rather than semi-weekly service, as has been the case in the past.

## FOURTH SECTION — APPLICATION 12436

This subject covers rates on certain commodities from Illinois-Indiana State Line to Pacific Coast terminals. The Association is opposing these reductions due to the fact that members will be deprived of the advantages due to geographical location. The Association will be represented at a hearing in New York on March 3 and will file formal protest.

## JOINT MEETING OF STATE MOTOR VEHICLE COMMISSIONERS

A meeting of the Motor Vehicle Commissioners of the various eastern states was held in New York recently and was attended by a representative of the Association. The purpose of the meeting was to discuss the application of certain laws and to present suggestions for additional legislation.

## COAL RATES STUDY

The Traffic Committee has taken under advisement the possibility of a study of coal rates to Connecticut points. It is the belief of many

traffic experts that these rates are out of proportion and should be reduced.

## HANDLING CHARGE AT NEW YORK CITY

The handling charge at New York City docks of 5 cents per hundred, which is collected by steamship companies, is being contested by the Association. Members of the Sub-Committee on Rates of the Traffic Committee will appear for the purpose of protesting against this charge.

## INTERSTATE COMMERCE COMMISSION REVERSED ON ORDER REDUCING PASSENGER FARES TWENTY PER CENT ON SCRIPT TICKETS

The order of the Interstate Commerce Commission which directed the railroads to issue interchangeable mileage coupon tickets was held invalid in a unanimous decision of the Supreme Court.

## APPLICATION OF NEW ENGLAND RATE DIVISIONS

Increased rate divisions granted to New England roads on March 28, 1922 does not apply to revenue from shipments which originated prior to April 1, 1922, according to a ruling of the Interstate Commerce Commission made public recently. The date of the waybill should be used in determining the date of the shipment according to the Commission's order. This order of 1922 does not affect divisions of any joint rate applied to transportation performed in part through Canada. The order applies to all joint commodity rates otherwise subject to it, except joint rates on coal and coke, fluid milk and its edible products, high explosives and various low-grade commodities moving over short distances. It affects divisions of all roads operating in trunk line and central territory, including those in the west and in the south, and requires each to make a pro-rate shrink in its divisions in the absence of other agreements.

## TO STUDY AUTO TRAFFIC HAZARDS

Announcement has been made that plans are under way to effect arrangements by which the State Motor Vehicle Department and the Department of Civil Engineering of Yale Sheffield Scientific School will co-operate in a study of accident prevention.



## ASSOCIATION ITEMS

### ASSOCIATION REPRESENTATIVES ATTEND ST. LAWRENCE CONFERENCE

Delegates appointed by the Association to represent Connecticut recently attended a joint conference of the six New England states on the St. Lawrence Power project. The meeting which was held in Boston under the auspices of the Associated Industries of Massachusetts was largely attended. Those who went from Connecticut, and all of whom are members of the Association's St. Lawrence Committee, were E. Kent Hubbard, president of the Manufacturers Ass'n. of Connecticut; R. L. French of Bridgeport, Chairman of the Association's Traffic Committee; F. S. Chase, president of the Chase Companies, Waterbury; B. H. Blood of Pratt & Whitney, Hartford; Samuel Ferguson, president of the Hartford Electric Light Co., Stanley H. Bullard, vice-president of the Bullard Machine Tool Co., Bridgeport and president of the Connecticut Chamber of Commerce.

### MEMBERS ASKED FOR SAMPLES

The Association has been asked by the State Board of Education for a list of names of manufacturers who would be willing to give samples or printed material for use in the public schools. We are informed that such material is highly prized by teachers of commercial geography in grades 7, 8 and 9.

Members who would be interested in complying with this request are asked to so advise the Association.

### LEGAL HOLIDAYS

So many requests are received for a list of legal holidays in Connecticut that we are again printing this:

New Year's Day	January 1
Lincoln Day	February 12
Washington's Birthday	February 22
Memorial Day	May 30
Independence Day	July 4
Labor Day	1st Monday in September
Columbus Day	October 12
Christmas Day	December 25

Also the day designated by the Governor as a day of Fasting and Prayer customarily Good Friday; and the day designated by the Governor as a day of Thanksgiving, customarily the last Thursday of November.

### NEW MEMBERS

Since publication of the last number of "Connecticut Industry", the following new members have joined the Association: Guerin Mills, Inc., Mechanicsville, Hedason Mfg. Co., New Haven.

### A LETTER

Copies of the Annual Meeting number of the magazine were sent to a number of firms which were not members of the Association. From one of them we have received the following letter:

"I wish to thank you very much for sending me a copy of the Annual Meeting number of your magazine 'Connecticut Industry.' The reason this was not acknowledged sooner was that it came during our inventory period, at which time we were extremely busy.

"I have taken the opportunity to glance through the magazine and I find—much to my surprise—that I became so much interested that I was not content to just glance through it, but I read it very thoroughly and with considerable interest. I was very much impressed with the business-like methods by which the heads of your various committees conducted their inquiries and exhaustive researches.

"I am writing to the Superintendent of our factory, asking him to look into the matter and to find out what the requirements are for becoming a member of your Association. It would perhaps save time if you would be good enough to send him the details.

"It seems to me that so many organizations of this character, without intending to do so, waste a lot of time with matters which other bodies are equally well equipped to handle, that I have not been very enthusiastic about joining them, but I was so favorably impressed with your President's report, that I cannot let this opportunity go by without extending to you my congratulations and best wishes for many years of useful service."

### MEETINGS OF BOARD OF DIRECTORS

At the last meeting of the Board of Directors it was voted that hereafter the regular monthly meetings of the Board shall be held on the first Wednesday following the first Monday of each month. Meetings have previously been held each month, with occasional special meetings in addition, but at irregular dates.

Read the President's appeal to members in this issue and see what you can do to help the Association. A glance at your Membership Directory will show who are members from your city, or if you so desire, a special list will be sent to you.

## FEDERAL LEGISLATION

The third listing of bills of importance in industry introduced in the present Congress is given below for the information of members. Earlier lists appeared in the January and February numbers of Connecticut Industry.

The Association has been actively following a number of measures which are of especial importance, particularly the pollution of waters bills. A large number of these, mostly purporting to be drawn to prevent pollution by oil, have been introduced and have been closely watched. A representative of the Association has been in Washington and in co-operation with counsel for the National Association of Manufacturers everything possible is being done to insure no measures being passed which would inflict undue hardship upon industry.

Endorsement of the Association has been given to H. R. 4517, introduced by Mr. Winslow, which has for its purpose the establishment of a Foreign Commerce Service of the United States. The bill would place the service on a businesslike basis and is receiving generally the support of industrial organizations.

Members have been kept advised, both through the magazine and by bulletins, of changes in the tax situation and what has been done by the Association in efforts to secure the adoption of the "Mellon Plan" in a form approaching as nearly as possible that in which it was originally offered.

Numerous other measures of importance are being followed including transportation and immigration bills, and members will be advised concerning them as they develop.

### BONUS, INSURANCE, ETC.

S. 2155 (Ralston) — Changing War Risk Insurance Act.

S. 2257 (Reed) — To codify and revise laws affecting U. S. Veterans Bureau and administration of War Risk Insurance Act.

S. 2309 (Curtis) — \$1.25 for overseas and \$1. for home service up to \$625 and \$500. Optional arrangements for vocational and other aid.

S. 2452 (Smoot) — Amending act to establish Veterans Bureau, improve facilities, etc.

S. 2453 (Smoot) — Amending Sec. 301 and 302 of War Risk Insurance Act.

H. R. 5478 (Dallinger) — Continuing for 3 years appropriation previously authorized for vocational rehabilitation.

H. R. 6488 (Watkins) — Authorizing hospitalization of veterans of all wars without regard to nature or origin of disabilities.

H. R. 6643 (Kelly) — Amending War Risk Insurance Act.

H. R. 6813 (Thomas) — Adjusted compensation.

H. R. 6814 (MacGregor) — Amending Sec. 302.

H. R. 7013 (Bell) — Amending Sec. 302.

### COAL

S. 2208 (Borah) — Governor Pinchot's anthracite control bill. Provides for a Coal Division of I. C. C. with power to license producers, ascertain costs, etc.

### COPYRIGHTS

H. R. 6250 (Newton) — Amending copyright acts.

### EDUCATION

S. 1337 (Sterling) — Creating Federal Department of Education; appropriation for adult education, education of immigrants, etc.

H. R. 6141 (Davila) — Providing for co-operation with states in vocational education.

### FIRE ARMS

H. R. 5316 (Miller) — Fire arms to be unavailable.

### FUTURE TRADING

(Parks) — Preventing sale of cotton in future markets.

### HOUSING, COST OF LIVING, ETC.

S. J. Res. 65 (Copeland) — Establishing committee to investigate housing conditions.

H. J. Res. 146 (Weller) — To investigate housing and rental conditions.

### IMMIGRATION

H. R. Res. 279 (Johnson) — Allowing aliens now in country in excess of quota to remain.

S. 2365 (Moses for Watson) — Suggestions of Labor Department for revision of present law. Quotas on census of 1910.

S. 2451 (Wadsworth) — Gives Secretary of Labor power over establishment of additional immigration bureaus.

H. R. 5320 (McReynolds) — Suspending immigration until June 30, 1924, with certain exceptions.

H. R. 5628 (Fredericks) — Continues present quota; certificates to be issued by U. S. agents abroad.

H. R. 6067 (Wilson) — Prohibiting immigration for 6 years.

H. R. 6247 (Cable) — Extending present law to 1930; quota to be 1% of 1890 census; selection at source; husbands and wives outside of quota.

H. R. 6540 (Johnson) — Quota to be 200 plus 2%, on census of 1890. No oriental immigration. Admits parents over 55 of American citizens, children under 18 and husbands or wives.

### LABOR

H. J. Res. 4 (Johnson) — Amending Constitution to regulate employment of women and children.

H. J. Res. 7 (Fitzgerald) — Same.

H. J. Res. 11 (Hayden) — Same.

H. J. Res. 16 (Raker) — Same.

H. J. Res. 21 (Dallinger) — Same.

H. J. Res. 23 (Moore) — Same.

H. J. Res. 32 (Rogers) — Same.

H. J. Res. 42 (Perlman) — Same.

H. J. Res. 155 (Rogers) — Prohibiting employment of children under 16 in mills, factories, etc., and regulating employment of women and of children under 18.

H. R. 199 (Connery) — Same as H. J. Res. 42.

H. R. 523 (Madden) — Concerning disputes between carriers and employes in regard to wages and working conditions.

H. R. 5338 (Wolff) — Unlawful except under certain conditions, to bring or induce labor to come where labor disturbance is in progress.

H. R. 5835 (Underhill) — Concerning compensation for employes in certain occupations in District of Columbia. (Similar bill introduced by Fitzgerald.)

H. R. 6025 (Zihlman) — Prohibiting shipping products of convict labor in interstate commerce.

H. R. 6858 (Berger) — To provide old age pensions.

### MARKING OF GOODS, ETC.

H. R. 738 (French) — Unlawful to ship in interstate commerce poisons, drugs, chemicals, etc., which could destroy life, in quantities of 60 grains or less, unless receptacle carries name of poison and antidotes.

S. 799 (Capper) — Fabrics or garments containing wool to be marked to show wool, cotton, silk or re-worked wool content.

H. R. 6069 (Fulbright) — Agricultural implements and fertilizers in interstate commerce to be marked with name of manufacturer and manufacturing cost.

H. R. 6531 (Williams) — To protect public against deceptive practices in marketing standard articles under distinguishing trademark.

### POLLUTION OF STREAMS

H. R. 203 (Bland) — Prohibiting pollution by oil of navigable waters.

H. R. 690 (Rosenbloom) — Prohibiting discharge in any navigable waters of acid, acid waste or material which will become acid after being in water.

H. R. 6256 (Wilson) — Prohibiting pollution by oil of navigable rivers.

### SALES, CONTRACTS, ETC.

S. 1005 (Sterling) — To make valid and enforceable written provisions or agreements for arbitration or disputes arising out of contracts.

S. 1826 (McNary) — Regulating sale of securities by a "Corporation Commission of the U. S." which would be maintained by a tax on corporations of a certain size.

S. 2056 (Cummins) — To protect interstate and foreign commerce from sales by bribery.

S. 2408 (McNary) — Amending laws against unlawful restraints and monopolies.

H. R. 4489 (Reed) — Regulating sales of securities in District of Columbia.

H. R. 5088 (Wyant) — Concerning resale price maintenance by manufacturer. (Similar to H. R. 6 (Merritt) January).

H. R. 6139 (Christopherson) — To regulate issuance and sale of securities by corporations engaged in foreign or interstate commerce.

H. R. 13495 (Merritt) — To prevent discrimination and to provide for publicity of prices and to protect good will. Vendors of trade-marked articles may fix resale price by contracts.

H. R. 13522 (Mills) — Similar to S. 1005.

### STANDARDS OF WEIGHTS, MEASURES, ETC.

S. 2070 (King) — Decimalizing all weights and measures.

H. R. 5942 (Colton) — To rectify, co-ordinate and decimalize weights and measures of U. S.

### TAXATION

H. J. Res. 147 (Little) — Authorizing Congress to tax income from Federal or state securities when in excess of \$12,500 per annum.

H. J. Res. 161 (Little) — Similar to H. J. Res. 147 and also proposes inheritance tax on transfer of estates.

H. J. Res. 168 (Garner) — Changing income tax section of Revenue Act.

S. 1742 (Walsh) — Deductions to be allowed for contribution to certain veteran organizations.

H. R. 4453 (Bland) — No tax on admissions where proceeds go to Veterans of Foreign Wars.

H. R. 4454 (Bland) — Tax on motor vehicles operated for hire not to apply to vehicles transporting school children.

H. R. 4524 (Frear) — Taxing net income from state and municipal securities.

H. R. 4811 (Frear) — Re-enacting excess profits tax.

H. R. 4812 (Frear) — Amending act in regard to taxes on estates with rates ranging from 2% to 50%. Inheritance tax paid state may be deducted if not in excess of 25% of Federal tax.

H. R. 4813 (Frear) — Taxing all gifts from 1% to 25%.

H. R. 4814 (Frear) — Taxing net incomes not distributed in cash dividends.

H. R. 4815 (Frear) — All returns open to inspection.

H. R. 4831 (O'Connell) — Similar to H. R. 4453.

H. R. 4833 (Beck) — Similar to H. R. 4815.

H. R. 6715 (Green) — To reduce and equalize taxation to provide revenue and for other purposes.

#### TRANSPORTATION

H. R. 30 (Foster) — Abolishing Railway Labor Board.

H. R. 89 (MacGregor) — Same as 30.

S. 167 Amending 4th Section of Act to Regulate Commerce.

H. R. 521 (Madden) — Amending provisions affecting representation of groups on Boards of Labor Adjustment.

H. R. 688 (Hawes) — Creating regional commissions to work with I. C. C.

H. R. 689 (Hawes) — Same as 688.

H. R. 718 (Moore) — Amending Sec. 20 to make delivering carrier liable with initial carrier for loss or damage.

S. 745 (Brookhart) — Abolishes Railway Labor Board and affects rate making power of I. C. C.

S. 811 (Fletcher) — Concerning payment of damage claims.

S. 920 (King) — Abolishing Railway Labor Board.

S. 940 (Borah) — Amending 4th Section of Act to Regulate Commerce.

S. 958 (Harris) — Concerning bills of lading and payment of claims.

S. 1238 (Johnson) — Carriers must secure consent of I. C. C. before issuing dividends.

S. 1522 (Sheppard) — Reference to liability of carriers for damages.

S. 1924 (Sheppard) — Amending Sec. 16 in regard to statute of limitation for bringing action against carriers.

S. 1945 (Norris) — Appropriating \$500,000 for creation of Federal Transportation Company which would have power to acquire and operate railroads, steamship lines and coal mines.

S. 1989 (Dill) — Restricting provisions for railway construction.

S. 2224 (Cummins) — Providing for consolidation of railroads to preserve competition and maintain present routes. Provides also for "Federal Railroad Corporation" to own, manage or operate railroad properties.

S. 2327 (Gooding) — Amending 4th Section of Act to Regulate Commerce.

H. R. 2698 (Graham) — Repealing Sec. 15a and all amendments.

H. R. 4113 (Huddleston) — Concerning bills of lading and payment of claims. Also similar provisions to H. R. 718.

H. R. 4135 (Newton) — Same as 4113.

H. R. 4168 (Dyer) — Extending provisions of Carlin Act to prevent theft from express trucks, platforms or storehouses of private corporations.

H. R. 5080 (Edmonds) — Relates to contracts for transporting goods by sea.

H. R. 5427 (Huddleston) — Repeals Sec. 15a and restores rates and fares as of August 25, 1920, except when in excess of present rates.

H. R. 6058 (Newton) — Extending time for filing damage claims against carriers.

H. R. 6074 (Wolff) — Mileage books at reduced rates to be issued by all railroads to commercial travelers.

H. R. 6249 (Free) — Same as 6074.

#### MISCELLANEOUS

S. 2113 (Harris) — Data on cotton statistics to include spindle hours.

H. R. 5837 (Rankin) — Amending act authorizing Census Bureau to collect and publish cotton statistics by increasing reports.

H. R. 6357 (Rogers) — Reorganizing Foreign Service of U. S.



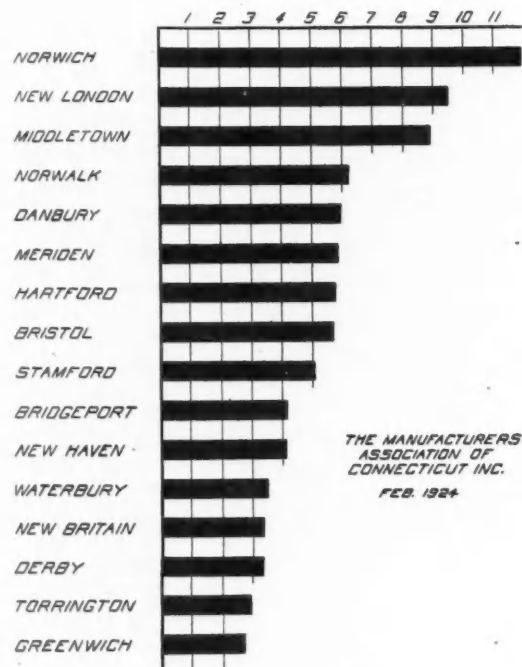
# INDUSTRIAL SERVICE

## PER CAPITA SAVINGS IN CONNECTICUT

As a supplement to the reports on building trades conditions in Connecticut recently published in Connecticut Industry, the Association has compiled data on per capita savings in Connecticut. The object of this study is to give some idea of the resources behind building operations in the sixteen towns in which the last year's survey was conducted, since savings deposits are to some extent a measure of the long time credit power of a community.

### PER CAPITA SAVINGS IN CONNECTICUT

(In hundreds of dollars)



Norwich	\$1,195	Stamford	\$505
New London	949	Bridgeport	415
Middletown	891	New Haven	409
Norwalk	622	Waterbury	349
Danbury	597	New Britain	336
Meriden	588	*Derby	332
Hartford	577	Torrington	296
Bristol	571	Greenwich	265

\*Includes Ansonia, Seymour & Shelton.

The per capita figures in the accompanying chart are based on deposits in savings banks, savings deposits in trust companies and national banks, and total installments paid, matured shares, and earnings due shareholders in building and loan associations. Figures for savings deposits in national banks are for October 1, 1923; all other figures are as of January 1, 1924. The three months difference in time does not, however, seriously affect the comparability of the data.

The population of the various towns on January 1, 1924 was estimated on the basis of their growth from 1910 to 1920 as indicated by the U. S. Census returns for those two years.

In per capita savings Norwich stands at the head of the list with a figure of \$1195, New London and Middletown following with figures of \$949 and \$891, respectively. These three have deposits proportionately much in advance of other Connecticut towns. Thereafter, two definite points of density can be noticed. Five towns are grouped around a point in the neighborhood of \$600. They are Norwalk, Danbury, Meriden, Bristol and Hartford. Three others, Waterbury, New Britain and Derby, are concentrated between \$330 and \$350 per capita. The two largest cities in the state, New Haven and Bridgeport, fall between these two groups and have savings of about equal value, relative size considered. Torrington and Greenwich are lowest in point of per capita savings. Greenwich, however, is not representative, since it is almost exclusively a residential center, the population of which has business interests in New York. In 1922 Greenwich was far in advance of the other fifteen towns in the per capita value of mortgages recorded.

It is possible that the inactivity in building operations in Torrington, of which notice was taken at the time of our survey can be partly attributed to inadequate long-time credit facilities, of which savings deposits are an indication.



## NEW PROGRAM FOR AMERICAN LEGION

The American Legion of Connecticut, under the leadership of E. P. Armstrong, Department Commander, is undertaking the establishment throughout the state of a new service department for the purpose of aiding ex-service men who are in need of hospitalization, compensation or rehabilitation.

According to the statement of officials of the Legion the plan is to establish first a Service Committee in every Post whose duty it shall be to make a thorough investigation of conditions in that locality for the purpose of ascertaining whether there are men needing aid. Each Service Committee will be directly responsible and report to a District Service Officer of which there will be one in each county of the state. These seven District Service Officers with one State Service Officer will constitute a State Service Committee which will be the body handling all claims.

In conjunction with the service organization it is planned also to have a medical staff, consisting of a Hospitalization Committee which will advise the Legion in hospitalization matters and a Medical Officer for each district to whom the District Service Officer will send for examination men whom he believes to be in need of further aid.

Members of the Legion feel that in many of the cases which have already come to their attention, much suffering might have been prevented had these men or their families understood how to proceed to secure assistance. They believe, too, that in combing the field thoroughly for cases which might not otherwise be brought to official attention, there lies a great possibility for help and also that much can be accomplished by the Service Committees in helping men who have suffered through ill health or from reverses of one sort or another of a more recent origin.

The Legion proposes to finance this organization through the publication of a monthly magazine which will carry news pertaining to the accomplishments of the various Posts and serve as a medium for arousing interest on the part of ex-service men in the work that is being done for their less fortunate comrades. Advertising will be solicited and as soon as sufficient support of the enterprise is secured to ensure funds with which to continue it, the service organization will at once be installed.

## FROM GOVERNMENTAL SOURCES

### TIME EXTENSION ON RETURNS OF DOMESTIC CORPORATIONS

A general extension of time has been granted domestic corporations up to and including June 15, 1924 for completing returns of income for the calendar year 1923, the fiscal year ending January 31, 1924 and the fiscal year ending February 29, 1924, conditional upon the filing of tentative returns with the proper Collector of Internal Revenue, on or before March 15, April 15 and May 15, respectively, accompanied by at least one-fourth ( $\frac{1}{4}$ ) of the estimated tax due, together with a statement setting forth the reason why the return cannot be completed within the prescribed time, and a formal request for extension.

Tentative returns are to be submitted on Form No. 1120 for the calendar year and on Form No. 1120A for a fiscal year, the words "Tentative Return" to be written across the face of the form. Only the name and address of the corporation and the estimated amount of tax due need be given.

Deficiencies in the first installment, as determined upon submission of the final return, will bear interest at the rate of 6% per annum from March 15, April 15, or May 15, 1924, respectively.

### BLANKET SIZES AGREED UPON

At a recent conference called by the Simplification Division of the Department of Commerce, twelve sizes for blankets were agreed upon by representatives, effective November 1, 1924. The twelve sizes, which refer to blankets of cotton, wool or of a mixture, are: 60 x 80, 60 x 84, 66 x 84, 66 x 90, 54 x 76, 60 x 76, 64 x 76, 68 x 80, 66 x 80, 70 x 80, 72 x 84, 80 x 90.

### IMMIGRATION TO CONNECTICUT

Out of a total of 9,554 immigrants coming to Connecticut in the last fiscal year, 1,427 were of southern Italian origin. Next in numbers were the French, who sent 1,167 and after these came in turn, Scandinavians 957; Germans 920; Hebrews 909; Scotch 793; Poles 627; Irish 550; northern Italians 371; Magyars 214; Slovaks 105; Portuguese 103; Greeks 88; Africans 68; Russians 47; Armenians 41; Mexicans 35; Chinese 11; Turks 4; East Indians 2; Japanese 1.

## NEWS OF THE TRADES

### MERGER OF NOISELESS AND REMINGTON

Arrangements have recently been made by officials of the Noiseless Typewriter Company and the Remington Typewriter Company to unite both concerns under the name of the Remington-Noiseless Corporation. The proposals are subject to confirmation by the stockholders of the Noiseless Company and under the plan B. L. Winchell, president of the Remington Company becomes president of the new corporation and Dr. C. W. Colby, president of the Noiseless Company, becomes chairman of the board.

The announcements state that the united resources will be concentrated at the Middletown plant and will be directed towards the manufacture and distribution of the Noiseless machine.

### BRASS CITY MACHINE AND TOOL COMPANY MOVES

The Brass City Machine and Tool Company of Waterbury, manufacturers of machines and tools for making ball bearings, buttons, watches and automobile parts has recently moved into larger quarters in that city.

### ROBERT H. SCHUTZ DIRECTOR OF SMYTH MANUFACTURING COMPANY

At the recent annual meeting of the Smyth Manufacturing Company of Hartford, Robert H. Schutz of that city was elected a director to succeed his brother, the late Walter S. Schutz.

### MIANUS MOTOR WORKS COMBINES WITH DIESEL ENGINE COMPANY

Announcement has recently been made of the consolidation of the Mianus Motor Works of Stamford with the Diesel Engine Company. The new concern will be known as the Mianus Diesel Engine Company.

Franklin S. Jerome of Seymour has been elected president; William H. Shaw of New York, vice-president; George S. Watts of Stamford, secretary and treasurer; M. D. McKeag of Stamford, assistant treasurer.

### BUYS FACTORY SITE IN WINSTED

David Goldich of the Universal Ball Bearing Company of Winsted, has purchased factory property on Rowley Street in that city and will rebuild it for manufacturing purposes.

### NEW INCORPORATIONS

Among firms newly incorporated in Connecticut are: Auto-Brite Manufacturing and Sales Corp., New Haven; Special Machinery Co., Inc., Bridgeport; McNab-Kitchen Rudder Co., Inc., Bridgeport; Tryon Manufacturing Co., Derby; Industrial Gas and Equipment Co., New Haven; Maxim Hat Co., Norwalk; Newear Co., Rocky Hill; Stephenson Specialty Co., Hartford; City Foundry Co., Hartford; Fairview Motor Co., Inc., Bridgeport; Greenwich Box Shop, Inc., Greenwich; Olmstead Paper Co., Danbury.

### ADDITION TO RUSSELL AND ERWIN PLANT

The American Hardware Corporation of New Britain will erect a six-story addition to the Russell and Erwin Division, on property located on Main Street and fronting on the railroad.

### RICHARDS AND COMPANY TO OPEN BRANCH ABROAD

Richards and Company of Stamford will open a branch plant near Paris for the manufacture of artificial leather. E. H. Theriault, who has been supervisor of the artificial leather department at the main plant will assume charge of the Paris branch where this line of goods will be made for the foreign trade.

### WILCOX-CRITTENDEN COMPANY OPENS ADDITION

The new factory addition recently completed at the Wilcox-Crittenden Company of Middletown was opened with festivities on February 6. Officials and employees and their families together with invited guests were entertained by the company.

### ELECTED DIRECTOR OF WOOL ASSOCIATION

At the annual meeting of the National Association of Wool Manufacturers held in Boston on February 14, William Maxwell of the Hockanum Mills Co. of Rockville, was elected a member of the Board of Directors.

### HEADS ICE CREAM MANUFACTURERS

At a recent two day convention of the New England Association of Ice Cream Manufacturers held in Boston, George W. Platt of the New Haven Dairy Company, New Haven, was elected president; J. C. Tait of Tait Brothers, New London, vice-president.

## SALES EXCHANGE

*In this department members may list without charge any new or used equipment or supplies. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.*

### FOR SALE

1. 7—Cleveland Automatics, Model A.
    - a.  $2\frac{3}{4}$ " — Price \$500.
    - b.  $2\frac{3}{4}$ " x  $3\frac{3}{8}$ " with six hole turret and No. 2 spindle drive. Price \$800.
    - c.  $3\frac{1}{4}$ " x  $3\frac{3}{8}$ ". Price \$700.
    - d.  $4\frac{1}{4}$ " — Price \$800.
    - e.  $4\frac{1}{4}$ " — Price \$1,000.
    - f.  $4\frac{1}{4}$ " — Price \$900.
    - g. 6" x  $6\frac{1}{4}$ ", with oil feed. Price \$1,200.
  2. 1—Cleveland Automatic, Standard model, 6"—Price \$900.
  3. Putnam lathe, 16" x 8". Price \$50.
  4. 4—Briggs milling machines \$100 each.
  5. 8—Fay Automatics, 14", equipped with 10" air chuck and air cylinder. Price \$250 each.
  6. Davis cutting-off machine, 3", Price \$25.
  7. Dwight slate marking machine No. 3. Price \$10. Address S. E. 78.
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1. 220,000 iron machine screws 6-32 x  $\frac{3}{8}$ ". French head, rolled thread, brass plated, not polished.
  2. 148,000 iron machine screws, 6-32 x  $\frac{13}{16}$  round head, rolled thread, taper pointed, brass plated, not polished.
  3. 93,000 iron machine screws, 6-32 x  $1\frac{1}{8}$ " round head.
  4. 600 iron machine screws, 4-36 x  $\frac{7}{8}$  flat head. Address S. E. 79.
- 
- 2—14" Chatfield semi-automatic sheet metal drying-out machines. Modern equipment. Excellent condition.

- 1—Henning Bros. cutting-off and straightening machine. Good condition.
- 1—Dings magnetic separator serial No. 2025, type MP, No. 3, 16" belt. Excellent condition. Address S. E. 77.

### FACTORY PROPERTY FOR SALE OR RENT

1. Factory building of brick construction, located in Hartford. Two stories high and contains approximately 30,000 sq. feet. Steam heat, electric lights and good toilet facilities. Second floor has skylight running full length.
2. Factory of brick mill construction located in Bridgeport. Contains approximately 32,000 sq. feet. Sprinkler system, elevators, good heating plant, etc. Property includes additional land.
3. Factory buildings of brick construction, located in Bristol. Three stories high and contain approximately 28,000 sq. ft. of floor space. Centrally located, on railroad. Steam heat, electric lights, gas and good toilet facilities. Good erecting shop as a part of the plant. Available immediately.
4. Factory property in Greenville section of Norwich. Approximately 50,000 sq. ft. in three buildings, one 110' x 40', 2 floors; one 200' x 30', 1 floor; one 200' x 50', 3 floors. Brick mill construction, sprinkler system, electric lights and steam heat. About 2 acres of land and private siding on N. Y., N. H. & H. Railroad.

## EMPLOYMENT SERVICE

*This department is open to all members without charge. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.*

**MECHANICAL ENGINEER**—American, age 24. Graduate Sheffield Scientific School 1921. Two years experience as field timekeeper and one year as student engineer in metal industries. Wishes position in shop production or engineering as student graduate engineer. Address P. W. 104.

**ACCOUNTANT**—American, age 36. Four years double bookkeeping, commercial and factory accounts. Three years production accounting with brass company. One year cost estimator with hardware manufacturer, and four and one-half years on cost and general accounting. Prefers vicinity of Hartford or Waterbury. Address P. W. 105.

**CREDIT MANAGER**—Twenty years' experience as credit manager of Connecticut concern in full charge of office with supervision of accounts, inventories, financial reports, etc. At present employed outside of state and wishes to return to Connecticut. Address P. W. 106.

**OFFICE EXECUTIVE**—American, age 40, married. Vice-president and treasurer of concern for nine years. Desires position in Connecticut. Address P. W. 107.

**ACCOUNTANT**—American, age 44, married. Twenty years' experience as accountant and along general business lines. Experienced in factory cost, statistical, traveling auditors, general office, etc., both here and abroad. At present in New York but wishes to locate in Connecticut. Address P. W. 108.

